

BRITISH FLEET'S FIRST BIG FIGHT

Only Two Previous Battles in the North Sea Since War Began.

ENGLISH VICTORS IN EACH INSTANCE

Germany's Chief Naval Exploits Performed in Waters Far from Europe.

Since the beginning of the war British cruisers and destroyers have patrolled day and night the approaches to the German fleet's base, in the bay formed by the mouths of the Elbe and the Weser, protected by the mighty fortifications of Wilhelmshaven on the south, on the north by the supposedly impregnable defences of the Kiel Canal and guarded by the outlying island of Heligoland. Until the engagement that has just occurred, however, no German fleet has put forth in force to necessitate the giving of the alarm to the British main fleet that its foe was coming out to give battle.

The rendezvous of the British battle fleet has been a secret, but it is generally believed to have been at the Orkney Islands, to the north of Scotland. The long months of watchful waiting by the British, however, were broken up by two naval engagements in which comparatively small squadrons of German warships were involved, and in both of which the British were victorious. On August 28, 1914, Admiral Sir David Beatty, on his flagship, the battle cruiser Lion, led his squadron in a daring dash into the Bight of Heligoland. In an engagement almost under the guns of this great fortress three German armored cruisers and two destroyers were sunk, with a loss of 2,500 men.

Fight Off Dogger Banks.
On January 24, 1915, a German squadron, attempting a raid on the British coast, encountered Admiral Beatty off the Dogger Banks, and in a running fight the German cruiser Blücher was sunk and two of her sister ships were set on fire.

Several raids have been made by German naval attachments on the British coast, in which Yarmouth, Scarborough, Whitby, Hartlepool and Lowestoft have been bombarded. The last of these raids occurred on April 26 last, when, according to the German claim, a British destroyer and two scoutships were sunk.

The most serious losses to the British fleet hitherto have been through the operations of German submarines and by means of mines. An instance of such losses occurred on September 22, 1914, when the British cruisers Hogue, Greer and Aboukir were torpedoed within an hour by the German submarine U-9.

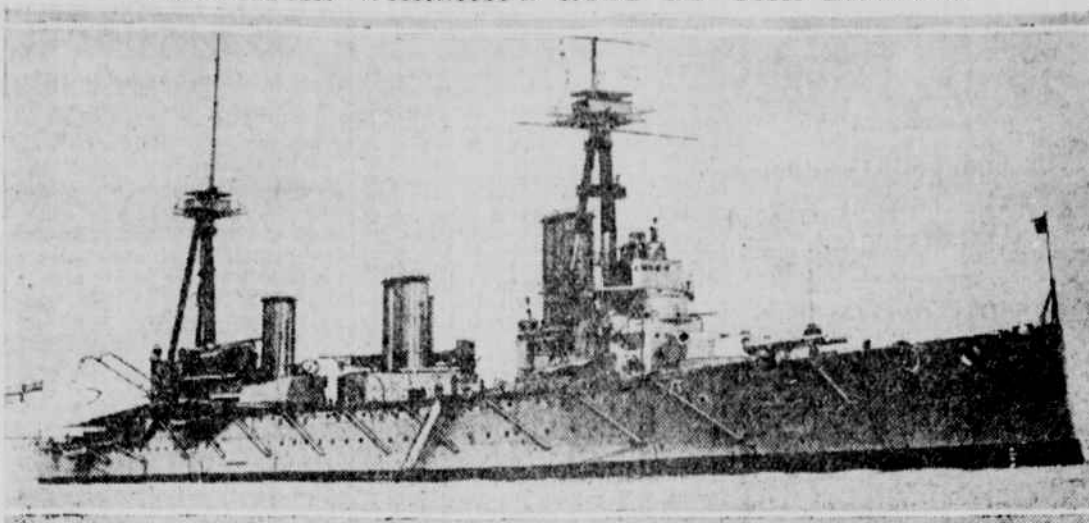
German Victory Off Chili.
The German navy, however, performed brilliant feats in regions far distant from Europe, its most notable victory being the battle off Coronel, Chili, early in the war, when the German Far Eastern squadron, attempting to reach home waters, encountered a British fleet under Admiral Craghead. In the battle that ensued the Germans sent the British cruisers Good Hope and Monmouth to the bottom with all hands.

One month later a powerful British squadron met the victorious Germans of the Falkland Islands, and of the five German cruisers in the squadron four—the Scharnhorst, the Gneisenau, the Nürnberg and the Leipzig—were sent to the bottom. The fifth, the Dresden, escaped, but was caught later at Juan Fernandez and destroyed.

One Badly Hurt in Trolley Crash.

A car of the East New York line in Williamsburg jumped a switch at Broadway and Union Avenue yesterday and crashed into a Greenpoint bound car of the Union Avenue line. Passengers were tumbled about and Herbert Duerwald, an oil refiner, of 1102 Cypress Avenue, was taken to Williamsburg Hospital seriously injured.

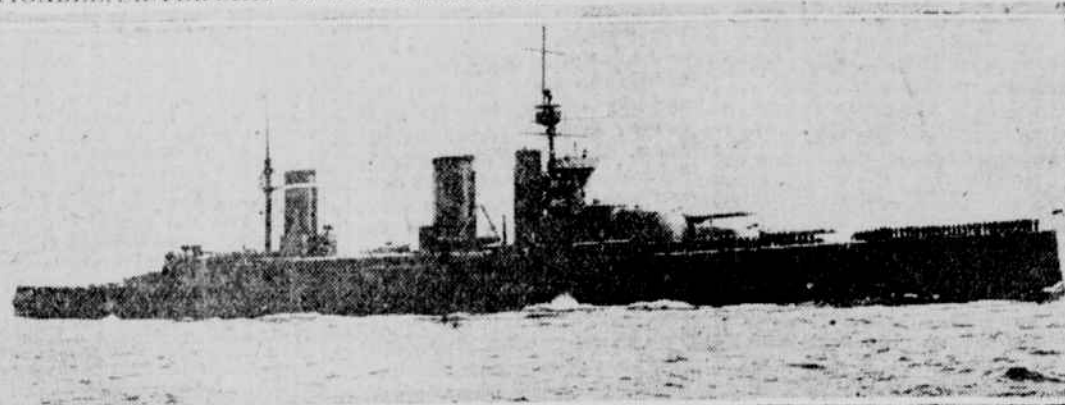
PRINCIPAL WARSHIPS LOST BY THE BRITISH.



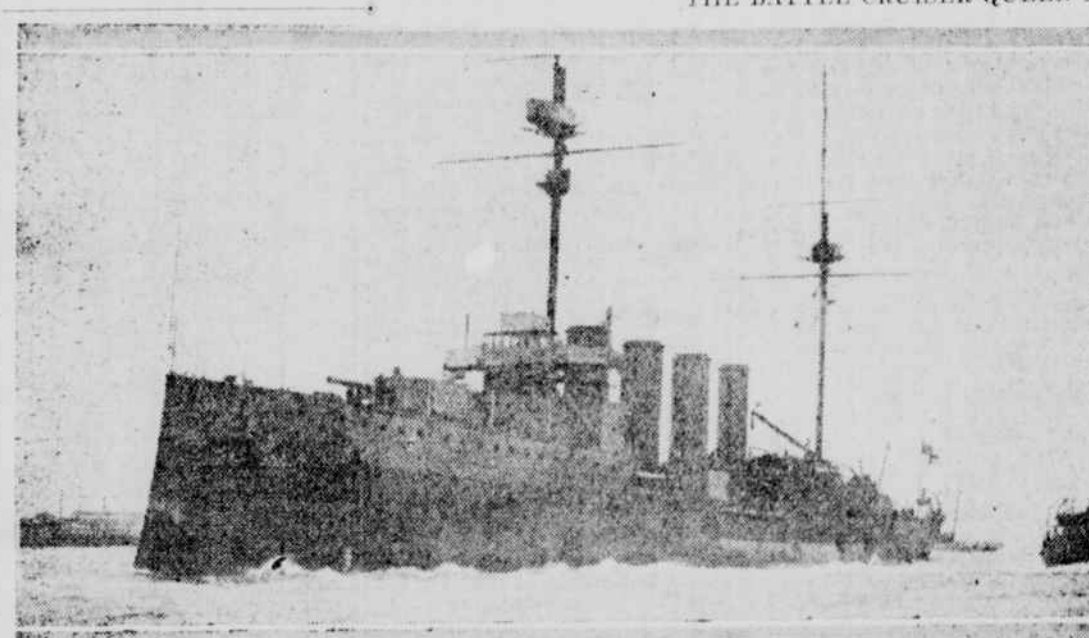
BATTLE CRUISER INDEFATIGABLE, SISTER SHIP OF INVINCIBLE, ALSO LOST

BRITISH AND GERMAN EARLIER SEA LOSSES

Previous to the North Sea battle Great Britain had lost during the war ten battleships, eleven cruisers and various smaller craft. Germany had lost eighteen cruisers, nineteen auxiliary cruisers, chiefly converted passenger liners, and numerous smaller vessels.



THE BATTLE CRUISER QUEEN MARY.



THE ARMORED CRUISER BLACK PRINCE.

Tonnage and Armament of Ships Sunk

The INVINCIBLE, sunk in the North Sea battle, was laid down in 1907. She displaced 17,250 tons, was 562 feet long over all, 28 feet beam and 26 feet deep. Her normal complement was 731. She was armed with eight 12-inch guns, sixteen 4-inch guns and three torpedo tubes. The Invincible took part in the naval engagement off the Falkland Islands in December, 1914, in which the German Pacific squadron, which had made its way into the Atlantic after defeating a British squadron off the Chilean coast, was destroyed.

The DEFENCE was built in 1907, displaced 14,600 tons and ordinarily carried 755 men. Her length was 525 feet, her beam 74 feet and her maximum draft 28 feet. She was armed with four 9.2-inch and ten 7.5-inch guns, sixteen 12-pounders and five torpedo tubes.

The BLACK PRINCE was built in 1904, displaced 13,550 tons and carried 704 men. She was 480 feet long and 73 feet beam. Her armament was six 9.2 and ten 6-inch guns, twenty-three 12-pounders and three torpedo tubes.

The WARRIOR, which was disabled, displaced 13,660 tons and is 480 feet long. Her complement is 704 men. She carries six 9.2-inch and four 7.5-inch guns, twenty-four three-pounders and three torpedo tubes.

The British dreadnought WARSPITE, reported by the Germans as destroyed in the North Sea engagement, was a sister ship of the Queen Elizabeth, both of which played a prominent part in the attempt of the British Mediterranean fleet to force the Dardanelles. The Warspite was 650 feet long and

displaced 27,500 tons. She was built at Devonport in 1914 at an estimated cost of \$12,500,000.

The Warspite is reported to have carried eight 16-inch guns, in place of the 15-inch guns carried by the Queen Elizabeth. She also was equipped with twelve or sixteen 6-inch guns, twelve 4-inch guns, four 3-pounders, and was fitted with four 21-inch torpedo tubes. Her complement was 750.

The QUEEN MARY and the INDEFATIGABLE were British battle cruisers, of 27,000 and 18,750 tons displacement, respectively. The Queen Mary was 720 feet long, 87 feet beam and drew 30 feet of water. The Queen Mary was completed in 1913. She carried eight 13.5-inch guns, sixteen 4-inch guns and was equipped with three 21-inch torpedo tubes.

The Indefatigable was 578 feet long, 79½ feet beam and 27½ feet deep. This battle cruiser was equipped with eight 12-inch guns, sixteen 4-inch guns and had three 21-inch torpedo tubes. The Queen Mary and the Indefatigable carried complements of between 900 and 950. The Queen Mary cost about \$10,000,000, while the Indefatigable cost nearly \$8,000,000.

The British dreadnought MARLBOROUGH, said to have been struck by a torpedo, was of the Iron Duke class. She was built at Devonport in 1914 and displaced 25,000 tons. The Marlborough was 620 feet long, 89½ feet beam and 27 feet deep. The battleship carried ten 13.5-inch guns, twelve 6-inch guns and a number of smaller arms. She was equipped also with four submerged torpedo tubes.

The German battleship POMMEREN, which was sunk as the result of being

struck by a British torpedo, displaced 12,997 tons. She was 398 feet long, 72 feet beam and 25 feet deep. The Pommeren was built in 1907 at a cost of about \$5,000,000. She carried 729 officers and men. Her armament consisted of four 11-inch guns, fourteen 6.7-inch guns, a number of pieces of smaller calibre and six 17-inch torpedo tubes.

The FRAUENLOB, which did not return to the German base after the naval engagement, was a small German cruiser, displacing 2,715 tons. She was 328 feet long, 40 feet beam and 17 feet deep. Her complement was 254. She was armed with ten 4.1-inch guns, ten 1-pounders and four machine guns. She also was fitted with two submerged torpedo tubes.

Wiesbaden Not Listed.
The German battle cruiser DERFFLINGER and LUTZOW, one of which the British officially announced to-night was blown up, are vessels of the same class. Each ship displaced 26,000 tons, is 689 feet long, 96 feet beam, with a draft of 27½ feet. The Derfflinger was completed in July, 1914, and the Lutzow a year later. Each ship carried eight 12-inch guns, twelve 6-inch guns and twelve 24-pounders. They were also equipped with four torpedo tubes each.

The Derfflinger once before was reported by the British to have been sunk, when she participated in an engagement in the North Sea on January 24, 1915. A later report said that she had been badly damaged in the fight, and was dry-docked at Hamburg for repairs.

The German cruiser WIESBADEN, mentioned in the German official announcement as having been sunk, is not listed in the naval annals.

GERARD AND BUELOW HAVE FRIENDLY CHAT

Ambassador Just Wanted to Meet "Celebrity."

Berlin, June 2.—United States Ambassador James W. Gerard to-day called on Prince von Buelow, with whom he had an hour's conversation. Ambassador Gerard said that the interview was without political significance, and particularly had no bearing on the recently denied reports that Prince von Buelow was going on a mission to America.

Mr. Gerard said he naturally was desirous of making the acquaintance of so celebrated a personage, and availed himself of this opportunity to do so.

IMPORTANT NAVAL BATTLES IN PRESENT WAR.

| Date. | Engagement. | Ships lost— | | Men lost— | |
|--|-------------|-------------|----------|-----------|----------|
| | | German. | English. | German. | English. |
| June 2, 1916—North Sea Battle. | | 5 | 14 | Unknown | Unknown |
| Aug. 28, 1914—Bight of Heligoland. | | 9 | 0 | 870 | 29 |
| Nov. 1, 1914—Coronel action, off coast of Chili. | | 0 | 2 | 0 | 1,754 |
| Dec. 7, 1914—Off Falkland Islands. | | 4 | 0 | *1,500 | 4 |
| Jan. 24, 1915—Off Dogger Banks. | | 1 | 0 | 760 | 0 |

*Estimated.

HELIGOLAND.—British fleet dashed into Bight of Heligoland, giving battle to German fleet in force. Engagement won by superior marksmanship of British gunners.

CORONEL ACTION.—British ships Good Hope and Monmouth—former Admiral Craddock's flagship—sunk by Admiral von Spee's squadron of German commerce raiders.

FALKLAND ISLANDS.—Von Spee's squadron destroyed by Admiral Sturdee, ordered to revenge Craddock.

DOGGER BANKS.—Admiral Beatty, commanding destroyer flotilla, intercepted attempted German squadron raid on English coast, sinking armored cruiser Blücher, which carried 885 men, and chasing rest of squadron back to base.

ADMIRALTY KEPT DEEP IN TURMOIL

Antwerp and Dardanelles Fiascos Brought Storms of Criticism.

Stormy political events have marked the British Admiralty since the outbreak of the war, and changes in the personnel have been more or less frequent, these involving the positions of First Lord of the Admiralty and of First Sea Lord. The defeat in the North Sea may mean a new regime once more.

At the outbreak of the war Winston

Churchill was First Lord of the Admiralty, appointed in November, 1911. With the siege of Antwerp, during the progress of the German advance through Belgium, the troubles of Churchill began.

Sending a detachment of sailors from the British fleet to the relief of the besieged Belgian army and failure of that relief to attain anything beyond retirement of the British across the Holland border and their prompt internment by the Dutch, brought a flood of criticism upon Churchill's head.

The First Lord of the Admiralty himself had gone to Antwerp to look over the situation and himself had advised the sending of the British force. British public opinion, in October, 1914, had forced the resignation of Lord Fisher, of his German ancestry. In his place was named Lord Fisher, of Kilverstone, who had been First Sea Lord from 1904 to 1910, and to whom Britain owed the development of the superdreadnought.

With the beginning of the campaign to force the Dardanelles Churchill came in for even more bitter criticism while serious differences over the conduct of the campaign developed between the First Lord of the Admiralty and Lord Fisher.

In the meantime, Lord Fisher had justified his efforts to "come back" in the destruction of Admiral Von Spee's fleet, England generally believing that, had he been in office at the outbreak of the war, Admiral Craddock's fleet never would have been lost. So bitter became the quarrel that first Churchill resigned and then Lord Fisher retired. It was generally believed that Lord Fisher had been responsible for the successes and Churchill for the failures.

After Churchill had stepped out, in May, 1914, there was talk of making Lord Fisher First Lord of the Admiralty, but the place went to A. J. Balfour.

BERLIN REJOICES AT SEA VICTORY

Continued from page 1

that the British lost in large battle units more than 100,000 tons against the loss of 12,997 tons by the Germans, and the proportion was the same with the smaller vessels.

An army order was issued to-day commanding that flags be raised throughout the city and a holiday declared in the schools in celebration of the German naval victory.

A proclamation was issued at Dresden to-day by King Frederick August of Saxony ordering a special school holiday to celebrate the German victory at sea.

Admits Damage to Ships.

London, June 2.—Rear Admiral Ebbinghaus, director of the German Admiralty, in making the announcement of the sea battle to the Reichstag, gave no details of the fight other than those officially announced by the Admiralty, according to a telegram from Berlin forwarded by Reuter's Amsterdam correspondent.

"No complete statement of our damages or losses yet has been received," he said, in conclusion. "Of course, some of our ships were severely damaged. The main portion of our fleet returned to harbor with the men in splendid spirits. Our men, ships and guns stood the test of battle well."

TREBIZOND AND POLO.

Polo probably came to us indirectly from Trebizond, where the Kubak-medani, or Pumpkin Square, was the site of a mediaeval polo ground, says "The Westminster Gazette." The game found great favor with the nobles of Trebizond, and was played on horseback, much in the same way as modern polo. It produced intense excitement among the spectators, rivalling that of the hippodrome, possibly because it was dangerous as well as fashionable. Polo of Saxony ground, says "The Westminster Gazette." The game found great favor with the nobles of Trebizond, and was played on horseback, much in the same way as modern polo. It produced intense excitement among the spectators, rivalling that of the hippodrome, possibly because it was dangerous as well as fashionable. Polo of Saxony ground, says "The Westminster Gazette." The game found great favor with the nobles of Trebizond, and was played on horseback, much in the same way as modern polo. 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